

## CLAIMS

1. Transmission for a motor vehicle, comprising an input shaft (1), an output shaft (2) and at least one countershaft (3), wherein the transmission comprises at least one direct gear, characterized in that the parts of the transmission that are not involved in the power flow in the direct gear are completely or partially uncoupled when the direct gear is engaged.

2. Transmission according to claim 1, characterized in that in the direct gear only the input and output shafts (1, 2) and their internal connecting elements rotate.

3. Transmission according to claim 1 or 2, characterized in that in transmissions comprising a drive constant (4) the gearing arranged on the input shaft (1) is designed such that it can be engaged or disengaged using a shift element (5).

4. Transmission according to one of the above claims, characterized in that in transmissions comprising two drive constants (4, 4') the shift collar (9) between the drive constants (4, 4') is shifted to "neutral", wherein the gearing of the drive constants (4, 4') arranged on the input shaft (1) is designed such that it can be engaged or disengaged using shift elements (5, 5').

5. Transmission according to one of the above claims, characterized in that the input and output shafts (1, 2) can be directly connected using a connecting element (6).

6. Transmission according to one of the above claims, characterized in that it comprises a downstream arranged area group, wherein the input (1') of the downstream arranged area group can be connected directly to the output (2') of the downstream arranged area group and that the parts not involved in the power flow in the direct gear can be uncoupled.